CLAIMS

1. Motor vehicle seat with

- a pivotally mounted backrest which can be adjusted in its inclination and which has a front face serving to support the back of a seat user, and

- a spring assembly with at least one elastic element with which the backrest is elastically pretensioned so that it has the tendency to pivot forwards and to bear with its front face against the back of the seat user,

whereby the incline of the backrest can be adjusted through the action of force on the front face thereon against the action of the a spring assembly,

characterised in that

the spring assembly (D, L) engages on a gear element (4) which is coupled to the backrest (R) and which is associated with a locking device (5) with which the gear element (4) can be locked in different positions.

2. Motor vehicle seat according to claim 1, **characterised in that** the backrest is locked in its relevant inclined position in the locked state of the locking device (5).

3. Motor vehicle seat according to claim 1 or 2, **characterised in that** the incline of the backrest (R) is adjustable in the unlocked state of the locking device (5).

4. Motor vehicle seat according to claim 3, **characterised in that** the backrest (R) can be pivoted forwards under the action of the spring assembly (D, L) on the gear element (4).

5. Motor vehicle seat according to claim 3 or 4, **characterised in that** the backrest (R) can be pivoted backwards under the action of a compression force on the front face (V) against the action of the spring assembly (D, L).

6. Motor vehicle seat according to one of the preceding claims, **characterised in that** the gear element (4) is a constituent part of a gear assembly (2, 4), more particularly a lever assembly through which the spring assembly (D, L) is coupled to the backrest (R).

7. Motor vehicle seat according to claim 6, **characterised in that** the gear assembly (2, 4) serves to translate a torque exerted by the spring assembly (D, L) on the gear element (4).

8. Motor vehicle seat according to one of the preceding claims, **characterised in that** the gear element (4) is assigned a clutch (20, 21; 6,100) by means of which the backrest (R) can be uncoupled from the gear element (4) so that the backrest (R) can be folded forwards towards the seat surface (F) of the motor vehicle seat without the gear element (4) being moved.

9. Motor vehicle seat according to claim 8, **characterised in that** the backrest (R) during uncoupling from the gear element (4) is uncoupled from the spring assembly (D, L) so that this does not act on the backrest (R).

10. Motor vehicle seat according to one of the preceding claims, **characterised in that** the gear element (4) is assigned a clutch (20, 21; 6, 100) by means of which the backrest (R) can be uncoupled from the gear element (4) so that the backrest (R) can be folded forwards towards the seat surface when the gear element (4) is locked by means of a locking device (5).

11. Motor vehicle seat according to one of the preceding claims, **characterised in that** the pivotal axis of the backrest (R) in order to uncouple the backrest (R) from the gear element (4) as the backrest (R) is folded forwards is moved along a predetermined path (20) which is preferably designed so that a reaction of the pivotal movement of the backrest (R) on the gear element (4) is prevented.

12. Motor vehicle seat according to claim 11, **characterised in that** the path (20) is formed by a guide device in which the pivotal axis is guided to move left .

13. Motor vehicle seat according to one of the claims 8 to 10, **characterised in that** the gear element (4) can be brought out of engagement with the backrest (R) so that the gear element (4) is not in connection with the backrest (R).

14. Motor vehicle seat according to claim 13, **characterised in that** the gear element (4) is mounted on a base plate (100) which is movable, more particularly pivotally, so that the gear element (4) moves out of engagement with the backrest (R).

15. Motor vehicle seat according to claim 14, **characterised in that** the base plate (100) is pretensioned by means of a spring element (105) into one position .

16. Motor vehicle seat according to claim 14 or 15, **characterised in that** the base plate (100) is assigned a locking lever (6) by means of which the base plate (100) can be locked in a position in which the gear element (4) engages with the backrest (R).

17. Motor vehicle seat according to one of claims 14 to 16, **characterised in that** the base plate (100) can be brought by actuation of the locking lever (6) into a position in which the gear element (4) is out of engagement with the backrest (R).

18. Motor vehicle seat according to one of claims 8 to 17, **characterised in that** locking means (3, 6) are provided by means of which the clutch (20, 21; 6, 100) can be locked in a state in which the gear element (4) is coupled to the backrest (R).

19. Motor vehicle seat according to one of claims 8 to 18, **characterised in that** locking means (3, 6) are provided by means of which the clutch (20, 21; 6, 100) can be locked in a state in which the gear element (4) is uncoupled from the backrest (R).

20. Motor vehicle seat according to claim 11 or 12 and claim 18 or 19, **characterised in that** the locking means (3) engage on the pivotal axis of the backrest (R) and prevent its movement along the path (20).

21. Motor vehicle seat according to claim 20, **characterised in that** the locking means (3) are formed by a lever.

22. Motor vehicle seat according to claim 13 or 14 and claim 18 or 19, **characterised in that** the locking means (6) engage on the base plate (100) in order to prevent the movement thereof.

23. Motor vehicle seat according to claim 22, **characterised in that** the locking means (6) are formed by a lever guided in an oblong hole (102) of the base plate and pretensioned elastically towards the locked state.

24. Motor vehicle seat according to one of the preceding claims, **characterised in that** the locking device (5) of the gear element (4) has a primary locking element (51) and a secondary locking element (52) whereby the primary locking element (51) in the locked state engages on the gear element (4) and the secondary locking element (52) blocks the primary locking element (51) in the locked state.

25. Motor vehicle seat according to one of the preceding claims, **characterised in that** the gear element (4) is formed by a toothed segment lever (41).

26. Motor vehicle seat according to one of the preceding claims, **characterised in that** the spring assembly (D, L) has a spring element which engages on the gear element (4).

27. Motor vehicle seat according to one of the preceding claims, **characterised in that** the gear element (4) can be brought into engagement with the locking device (5) through toothed gearing (42).